



1005.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA, AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"COPTIC"	TUESDAY, 10th February, 1903, at Noon.
"AMERICA MARU"	TUESDAY, 17th February, 1903, at Noon.
"KOREA"	FRIDAY, 27th February, 1903, at Noon.
"QUEEN"	SATURDAY, 7th March, 1903, at Noon.
"HONGKONG MARU"	TUESDAY, 17th March, 1903, at Noon.
"MINT."	TUESDAY, 24th March, 1903, at Noon.

Round Trip Yokohama to San Francisco made by s.s. "KORE MARU," 12,000 tons, Oct. 18th, 1902, to 1st November, 1903, 10 days, 15 hours.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, CHIN SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and HONOLULU, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from the various destination the choice of direct lines.

Special rates (First class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to American Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confirmed and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage--Redemption will be made to passengers who do not hold return tickets making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to Suez, Madras, to Australia and Inland Cities of the United States, via Overland Railway, to Canada, Brazil, and Venezuela, and to ports in Mexico, Central and South America, by the Companies and their respective Steamers.

Freight will be reckoned on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value declared.

Conclusive invoices to account of each shipment of cargo or parcel (valued at £100, or over) destined to points, to be sent to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than £100. U.S. Gold.

For further information relative to Passage and Freight, apply to the Agency of the Company, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 5th January, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

Safety. Speed. Punctuality.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
EMPEROR Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA"	6,000 Tons.....	WEDNESDAY, 14th Jan., 1903.
"EMPEROR OF INDIA"	6,000 "	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,435 "	WEDNESDAY, 25th Feb., 1903.
"EMPEROR OF JAPAN"	6,000 "	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 18th Mar., 1903.
"EMPEROR OF CHINA"	6,000 "	WEDNESDAY, 1st April, 1903.
"EMPEROR OF INDIA"	6,000 "	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,435 "	WEDNESDAY, 6th May, 1903.
"EMPEROR OF JAPAN"	6,000 "	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May, 1903.

The magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

FAIR RATES (First class only) granted to Missionaries, Members of the Naval, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

Active features of the Company's route embrace its PALATIAL STEAMSHIPS, one in the World, the LUXURIOUS OF ITS TRANS-CONTINENTAL LINE, the Company having received the highest award for saige at Chicago World's Fair, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th December, 1902.

HAMBURG-AMERIKA LINIE.  
NORD-DEUTSCHER LLOYD.  
OSASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

STEAMERS. DESTINATIONS. SAILING DATES.

SILESIA	HAVRE, BREMEN, and HAMBURG.	13th Jan.	Freight: and Passenger.
Baltic	(Calling at SINGAPORE and COLOMBO).		
NUREMBERG	HAVRE and HAMBURG.	20th Jan.	Freight
Fahrt	(Calling at SINGAPORE and PENANG).		
WURZBURG	HAVRE and HAMBURG.	10th Feb.	Freight and Passenger.
v. Bitter	(Calling at SINGAPORE and COLOMBO).		
C. FERD. LAEISZ	HAVRE and HAMBURG.	24th Feb.	Freight
Fuchs	(Calling at SINGAPORE and PENANG).		
BAMBERG	HAVRE and HAMBURG.	5th Mar.	Freight
Kiefer	(Calling at SINGAPORE and COLOMBO).		
AVALUSIA	HAVRE and HAMBURG.	10th Mar.	Freight
Dobrich	(Calling at SINGAPORE and PENANG).		

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, NO. 1, Queen's Building.

Hongkong, 7th January, 1903.

## Auctions.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of January, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kennedy Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Rental.	Upper Price.
14341	167.	Kennedy Road.	40' 8" x 85' 6" x 63' 0" x 46' 1"	1,300	£100	1,300
		Hongkong, 5th January, 1903.			£150	

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of January, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Peak Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Rental.	Upper Price.
14341	167.	Peak Road.	40' 10" x 59' 6" x 50' 10" x 100' 6"	1,000	£6	£30
		Hongkong, 5th January, 1903.			£170	

## INSURANCES.

## "STRONGEST IN THE WORLD."

Take Equitable Life Assurance.

All Contracts

Have Loan and Cash Values and Embrace all good features of rival Companies. The Standing Strength and Stability of the Company unquestioned.

For Rates or Information, Call on or Address

F. KIENE, 14, Des Voeux Road.

5th January, 1903.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, CHINESE RISKS & CURRENT RATES.

SIEMSSSEN & CO., Hongkong, 7th May, 1903.

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## Entertainment.

## THEATRE ROYAL.

THURSDAY, 15th JANUARY, 1903.

## VARIETY ENTERTAINMENT

in aid of

THE SAILORS AND SOLDIERS INSTITUTE,

Arsenal Street.

GRAND NAVAL ASSAULT-AT-ARMS

by Members of the Crews of

H.M.S. "ALBION" & H.M.S. "OCEAN."

Interlude by the celebrated String Band (under the Baton of SIGNER E. ROBERTS) of

H.M.S. "ALBION" kindly lent for

the occasion by Rear-Admiral

H. T. GRENfell and Officers.

Miraculous conjuring by WAN LUI-FI, the Wizard of Kwangtung, and the Sprit CHUN FUK, only 7 years of age.

To conclude with wonderful acrobatic Performance by WAN LUI-FI's famous troupe of Acrobats.

Doors Open at 8.30 P.M.

Performance from 9 to 11 P.M.

Prices \$3, \$5, & \$1.

Box Office at the Comptore's, City Hall, will be Open on and after MONDAY, the 12th January, 1903.

Hongkong, 7th January, 1903.

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## Entertainments.



## Intimations.

**A. S. WATSON  
AND CO., LTD.**

ESTABLISHED A.D. 1841.

**AERATED - -  
WATERS.**

THE WATER used is THE PUR-EST that can be obtained, and is skilfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used,

**GUARANTEEING  
ABSOLUTE  
PURITY.**

**ENGLISH EXPERTS**  
Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivaled excellence and purity.

**A. S. WATSON & Co.,  
LIMITED.**

*The Hongkong Dispensary.*

Chemists and Druggists by Appointment to H.E. the Governor and Household.

LICENSE NO. 19  
CABLE ADDRESS "ACHEE," HONGKONG.  
A. S. C. CO., LTD. EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,  
祥利廣  
17A, QUEEN'S ROAD.**

**FURNITURE  
DEALERS.**

RAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.PASTEUR'S MICRO-PROOF  
FILTERS.ROCHESTER LAMPS,  
WHITE TURKISH TOWELS.COUNTERPANES,  
BLINDS,  
UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS,  
GOOD WORK,  
PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

BAY VIEW HOTEL

BEST BRANDS OF WINES AND  
LIQUORS A SPECIALTY.DINNERS AND TIFFINS SERVED  
ON SHORT NOTICE.OYSTERS, STEAKS, CHOPS, &  
AT ALL HOURS.Messrs. J. H. DOWNS and  
J. CHRISTIE,  
Proprietors

Hongkong, 8th December, 1902.

NOTICE  
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Le Munyon's, Bond, and must be accompanied by the Writer's Name and Address.

Ordinary business communication should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
Daily—\$10 per annum.  
Weekly—\$15 per annum.

The rates per quarter and per annum, proportional; the daily issue is delivered free when the address is accessible to messenger. The copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 40 cents per quarter.

Single Copies Daily, 10 cents; Weekly, twenty-five cents.

Cameras, plates, film, chemicals. Anything and everything photographic at Le Munyon's.

Adult.

By kind permission of Lt.-Col. Birdwood and Officers, the Band of the 10th Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

PROGRAMME.  
1. March. "The Royal English." P. Blaneau.  
2. Quadrille. "The Spanish Beauty." M. Rilla.  
3. Selections. "The Toreador." M. Vassal-Carpig.  
4. Valentine. "Gypsies." A. G. Cowell.  
5. Galop. "Die Wilder." God Save the King.

God Save the King.

A. G. Cowell.

Mr. G. Woodcock (Secretary).

Relative to an application from Messrs. Palmer and Turner, architects and surveyors, for permission to erect three water-closets in the building on Inland Lot No. 1,633, where there was an abundant supply of water in the gullies on the east side of the lot at present running to waste, Dr. Atkinson said that it had been a rule of the Board in considering these applications to deal with them on their merits. In 1893 there was a special committee appointed by the Board to consider this question of the introduction of water-closets generally in the Colony and this committee recommended that the introduction of water-closets should be restricted and discouraged as much as possible and should only be erected in the case of European hotels, clubs, and blocks of offices. This application referred to an European house on the upper levels, and it appeared that there was some water practically running to waste in a nullah to the east of this house. Personally, he appeared to him a much more cleanly and sanitary arrangement to have water-closets in a house of this kind if by doing so one was not trespassing upon the limited water-supply of the Colony, and he was in favour of granting the application.

Hon. Dr. Clark remarked that they were all out of order, as there was no result in before the meeting.

He moved that the application be granted subject to the provision of a well by which a water-supply for the water-closets might be secured. In doing so, he might be permitted to say with regard to the remarks of the Director of Public Works that whether a flushing tank was put on the hillside or on the level of the Parade Ground—it was the same stream that filled it; therefore if a tank was placed higher up there would be less down below to fill the flushing tank.

Mr. Osborne seconded.

The Hon. Chatham moved that the application be granted as it stood, provided that the owner obtained the permission of Government to use the water from the stream.

Mr. Fung Wa Chun—As an amendment?

The Hon. Chatham—Yes.

Mr. Fung Wa Chun—I beg to second.

On a show of hands Hon. Chatham's amendment, seconded by Mr. Fung Wa Chun, was carried.

Dr. Atkinson—Of course this is on the understanding that if the water is required for public purposes it would be liable to be cut off?

Hon. Mr. Chatham—Certainly, sir.

PUBLIC CONVENIENCES.

The Hon. Mr. Chatham stated that the small urinal opposite the Cricket Ground had been delayed on account of bricks.

The latest delay had occurred through the contractor absconding and the consequent difficulty in arranging for another contractor to take over the work.

Arrangements were being made, however, and he hoped the work would soon be completed.

All the work of that nature had been seriously delayed owing to the failure of the local Company to supply them with bricks.

RATS.

The Hon. Dr. Clark stated that the number of rats destroyed during the year just closed was 117,879, so he thought they had done fairly well.

Mr. Fung Wa Chun—What were the figures in the previous year?

Hon. Dr. Clark—About 48,000; this year it is nearly treble.

Mr. Osborne—What is the rat population?

Hon. Dr. Clark—I have not taken the census yet. (Laughter.)

THE CLEANSING OPERATION.

The President said it might interest the members to know that the cleansing operations instituted by the Board some two months ago had been carried on by the Chinese in a satisfactory manner.

Between the dates 9th and 20th December, the period when most of the work practically was done, 135 carts of rubbish were removed from the various houses in the Colony; and since 1st December, the date on which the cleansing was supposed to cease, he thought he was correct in stating that there had been only six prosecutions for dirty floors, so that the Board might congratulate themselves on the result of leaving the work to the Chinese. (Hear, hear.)

Mr. Fung Wa Chun—I might mention that the Chinese Commercial Union, of which I am president, has had 22,000 handbills printed and distributed by means of the district watchmen among the inhabitants on each floor of tenement houses in the Colony. I am glad to find that these notices had been acted upon so well by the Chinese.

This was all the business.

ROYAL HK. YACHT CLUB.

COMMODORE'S CUPS.

The following are the conditions of the Commodore's Cup races:

For Yachts that have competed this season in Club Races. Three prizes, but not more than 1st prize to go to one class.

To be sailed on Saturday, the 10th, and 17th instant, starting from Police pier Tsimshatsui; at 2 p.m. Marks will be awarded as in Club Races.

In the event of tie a third race will be sailed under the same conditions.

Course.—Rock about 1 mile South-west of Cowchau, port, 2 miles.

Time Limit.—6 p.m.

If insufficient wind to give fair prospect of finishing above course the following will be substituted by notice posted in the Hongkong Club before noon on the day of the race, an

by hoisting a red flag at Police pier 15 minutes before the race.

Kowloon Rocks, Channel Rock, Meyer's East Buoy, White Buoy South-West of Cuckoo Rocks, Channel Rocks, all to starboard, 12 miles.

TIME LIMIT.—6 p.m.

If insufficient wind to give fair prospect of finishing above course the following will be substituted by notice posted in the Hongkong Club before noon on the day of the race, an

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## TELEGRAMS.

(Ruter's.)

**Russia and Great Britain in Asia.**  
LONDON, January 7th.  
The *Nova Vremya* commenting on Major Macmahon's mission to Seistan declares that private disputes between Persia and Afghanistan are no concern of England, and adds that Russia cannot witness the despatch of the mission unmoved.

**Mr. Chamberlain in South Africa.**  
Sir Arthur Lawley gave a garden party in honour of Mr. Chamberlain at Pretoria. Lord Milner and Commandants Cronje, Botha, and De la Rey were present. De Wet was absent.

LATER.

## The Dardanelles Question.

It is stated in Berlin that Germany has recently informed Russia that she would not participate in any British representations re the Dardanelles in which question she was not concerned. It is rumoured that this action followed on an inquiry addressed to Germany by Great Britain. The newspapers resent the action of Germany, especially in view of the existing co-operation in Venezuela.

Protectorate.

At representative meetings of the Dutch at Pretoria, the first held since the war, addresses to be presented to Mr. Chamberlain were discussed. Commandants Botha and Schalkburger deprecated the acrimonious tone of the discussion, pleaded for conciliation and urged the necessity for strengthening the hands of the new Government.

## THE IRON INDUSTRY IN INDIA AND JAPAN.

Some time back we had occasion to refer to the large scheme for the production of iron from ore obtainable in the Chanda district in the Central Provinces which has been engaging the attention of Mr. J. N. Tata, says the *Times of India*. We pointed out that the great obstacle in the way of a profitable working of the iron ore of Chanda was the absence of a suitable coal in the vicinity, the Wabara and other coals being too poor to smelt the peculiarly rich ore. It was also mentioned that experiments were being carried on in Germany and the United States with a view to converting iron ore into a suitable fuel for the iron industry by chemical or other processes, and that they were believed to be progressing favourably. The telegrams which we published yesterday state that orders for two million pounds' worth of material have already been placed in America, from which it may be concluded that the secret lies at last been found whereby the iron fields of India can be worked at a profit. Mr. Tata, we are told expects to make India self-supporting in the matter of her iron requirement, which are at present met almost entirely from foreign sources. The total quantity of iron and steel imported in India was about five and three-quarters of a million hundred weight in 1900, and worth nearly five crores of rupees. The consumption of both iron and steel per head of the population is thus a little over six, whereas the consumption of pig iron alone is 378 lbs. in the United States, 417 in the United Kingdom, 358 in Germany, 354 in France, 414 in Belgium, 218 in Sweden, 72 in Austro-Hungary, and 36 in Russia. With regard to the last country, it is interesting to know that while in 1886 only 66 per cent. of the pig iron used in Russia was made in the country itself, now nearly the whole of it is locally manufactured.

Siberia and Japan are the two Asiatic countries in which there has existed an iron industry, and as in other directions, so in this to, the latter country has been making progress. The quantity of pig iron produced in the country has increased largely during the last ten years, and the new Imperial Japanese steelworks in Wakamatsu were opened in November last year. The cost of the works, including some working capital to commence with, came to about two million pounds, and the maximum annual output is expected to be nearly 90,000 tons. The difficulties which the Japanese had to encounter were almost the same as those which obstructed progress in India. There was first the iron or coal, with which the Japanese had to make shift, but which will be improved by electrical process in Chanda. The next great difficulty is that of labour. In Japan it is a serious handicap to the industry, and in India, too, it must be the same, unless the human labour is reduced to a minimum by the employment of machinery. The Japanese workman, far more than his Indian, is skilful and satisfactory, but he is far behind the European in bodily and tiring powers. The consequence is that, notwithstanding the low rate of wages paid, the first cost of the ton of pig iron is extremely high, as three or four times the number of workmen have always to be employed, as compared with the number that would be engaged at the work in Europe. The worst of it is that there is no ground for hoping that this state of things will improve with time. The largest use of machinery is the only way in which this difficulty can be met.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:

On the 8th at 11.30 a.m. The barometer has fallen over W. Japan, risen rapidly over the E. coast of China.

The depression is probably moving into the W. part of the Sea of Japan, and a high pressure area lies over N. China. Very strong monsoon will again set down the coast, and over the N. part of the China Sea.

Forecast—fresh to strong N. and N.E. winds fair.

A SK for ASAHI JAPANESE BEER.—  
A. C. Girault.

## SUGAR IN FORMOSA.

## A BRIGHT OUTLOOK.

The island of Formosa will soon become, under the wise economic administration of Baron Kodama and Dr. Coto, one of the great sugar producing regions of the world. Conditions are entirely different in the Orient, and it is only a remote contingency that free sugar will ever compete seriously with the produce of cane. In Europe and in the United States beet sugar may eventually drive out of the market, by force of low prices, the cane sugar of Louisiana, Hawaii, and the Antilles, but even here there will probably always remain a certain demand for cane sugar, because of its peculiar qualities. In the Far East, on the other hand, the culture of the sugar beet has not even begun. The only rival to cane sugar is the sugar produced from the sweet potato, as it is made in Formosa. There is an almost unlimited market through the Eastern world for sugar, and the Japanese administration in Formosa is wisely availing itself of the splendid opportunity for developing and supplying this market. It is estimated that at least one half of the island is adapted to the growing of the sweet potato for sugar manufacture. The climate is moist and favourable, and the soil as fertile as that of the Hawaiian Islands or of Java. The range of temperature is from 75 to 100 degrees Fahrenheit. The sugar section extends from the middle to the southern end of the island, and in this section rain occurs every day from May until the latter part of September, which is the growing season, and then there is no rainfall whatever until the following May affording a perfect sun for harvesting. The first sugar company was established about two years ago. In 1901 the product of sweet potato sugar was 20,000 bales, and this year it is estimated that it will reach 6,000 bales. A navigable river and good harbors afford fairly good transportation facilities, and a railway is in course of construction that will further develop the sugar district. The profits of the industry are encouraging, as one acre of land will produce 40,000 pounds of potatoes—worth about \$0 per ton, or \$40—and the manufacturing expense is only seventy-five cents for 1,000 pounds of sugar. Wages are low; a laborer receiving only about twelve to sixteen cents a day. In such circumstances there is no reason for astonishment at the rapid development of the industry. The comparative costs of Formosan potato sugar are the cane sugars of Java, the Philippines and Hawaii. These, however, cannot rival the Formosan sugar in cheapness of production, and it is claimed for the latter that it is fully equal in quality to the best cane sugar of the tropics—Japan and America.

## MINING AND TRADE IN CHINA.

The salient clause of a new agreement entered into between this country and China, by which the Celestial authorities bound themselves to a progressive policy in regard to the development of their mineral resources, whether native or foreign initiative have already been published, says a home journal. Standing by itself, the somewhat optimistic wording of the document was not sufficiently convincing as an indication of the attitude really assumed by the mandarins. Beginning with the too famous magazine article written by a former Chinese Ambassador in London, and tumultuously repudiated in his own country, the Western peoples have been so often assured that the dragon of the Far East is awakening from his long slumber to a true conception of the pressing needs of coping with the industrial exigencies of the latter-day age, only to find the assurance deceptive, that caution has become the prime essential in forming a judgment upon the question. But as supplementing the agreement lately published we have the authoritative statement by the British commercial attaché for China, that "there can be no doubt of the fact that China is to be invited to realize how important it is for her to endeavour seriously to approach the problem of developing her mineral resources. By what diplomatic means the Chinese authorities have been brought to a sounder conception of their responsibilities in the matter, should their intentions be as sincere as their expression of them is unambiguous; a new and very store of mineral wealth will be thrown open to the world. We say 'the world,' but we mean the English-speaking peoples, for it is they who have the weightiest interests at stake and who are alone able and willing to furnish the capital necessary for the serious exploitation of Chinese mineral wealth. Other nations find a mineral or railway concession a useful ambuscade for the capture of political advantages, but it is the English and Americans who both in trade and industry have taken the lead in the past, and have not hesitated to back their commercial schemes with large supplies of capital. If there has been any reluctance to make an adequate subscription, it has been entirely due to the fear that Chinese conservatism might oppose insuperable obstacles to the working of small enterprises. Sweep away the obstruction of the mandarin and guarantee the non-interference of too acquisitive officials, and the development of the rich mineral deposits in China will proceed apace. How rich those are is yet uncertain. In the report referred to we read that the whole Po Shan valley is said to be one vast bed of coal, and the iron ore deposits of Tiel-Chien and Chingding, in the immediate neighbourhood are supposed to contain an unusually high percentage of iron. But after discounting heavily, the general testimony as to China's remarkable mineral wealth there can be no doubt that she possesses, perhaps, the most important factor of all for industrial prosperity—a labour supply which is cheap, intelligent, native, and above all, susceptible.

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## POINTS ON CHINA TRADE.

## MINISTER WU'S ADVICE TO SAN FRANCISCO MERCHANTS.

At a reception at the San Francisco Chamber of Commerce, on the eve of his sailing for home, Minister Wu talked of trade development in China, in which he said: "There is a great market in the Orient for you. China has still 1,000 centuries, but its door is now wide open to foreign commerce, and it is for you to develop your trade. In dealing with my countrymen, I want to warn you, gentlemen, that you must not adhere to the hard and fast lines in vogue over here. When we Chinese make a promise, I want you to understand that our word is just as good as another's bond. Therefore, I beg to suggest that when a merchant in China gives you an order, you accept his word. He will always keep it; remember, the friendship thus formed will be a permanent one. The first transaction with a Chinese merchant is very important.

"An other thing which I wish to impress upon you is the urgent necessity for personal contact between the merchants of this city and those of China. I regret to say, that so far, our foreign traders have kept aloof from us. Now, I see many things here which we require in China, but you have restricted our merchants to such an extent that they cannot come over here and inspect your goods. This deserves your serious consideration. Up to the subject of Chinese immigration I do not propose to dwell, but I must impress this upon you—if you desire to increase your trade, tell me not to exclude our merchants, travellers or students from this country for they can and will do immense good to you. It is to your interest. In conclusion, I wish you to remember this—China is a vast country, and while she is making extensive reforms, it is very difficult to induce innovations. I beg of you, therefore, not to be too sanguine, nor to count too much upon my ability to bring about an increase of trade with your country, when I am in office as Minister of Commerce. I ask you simply to judge my career in the future in the same spirit with which you have judged my past career."

## THE RUSSIAN SQUADRON.

## ON THE WAY OUT.

The following is a description of the Russian Squadron now on the way out to the Far East, via Singapore:

*Retsizan*.—This is one of the newest first-class battleships of the Russian fleet, having been launched in 1900, and is of Philadelphia build. She displaces 12,700 tons; has 16,000 indicated horse-power, and a speed of eighteen knots with forced draught, and can carry as much as 2,000 tons of coal, though the normal quantity is only about half that amount. She has water-tube boilers of the Nielsius type. Her main dimensions are: Length, 374 ft.; beam, 72 ft.; 2 in. draught, 25 ft. She has a belt of nine inches of Krupp steel, with turrets fore and aft of ten inches of armour of the same character, and her deck is 2 in. to 4 in. thick. Her crew numbers 750. The armament of the *Retsizan* includes four 12 in. breech-loaders, twelve 6 in. quick-fires, twenty 3 in. quick-fires, twenty 3-pounders, six 12-pouders; total sixty-two guns.

*Pobeda*.—This is another new battleship, the name of which signifies victory. She, like the *Retsizan*, has been commissioned for the first time. She resembles closely the *Retsizan*, and has a displacement of 12,674 tons, with a complement of 742 officers and men. She is 341 ft. long, with a beam of 71 ft., and a draught of 26 ft. Her belt of Krupp steel is 6 in. thick, and her gun turrets have 9 in. of armour, while her protective deck has thickness of 2 in. She can stow away about the same quantity of coal as the *Retsizan*, in addition to six tubes for the discharge of torpedoes, she carries the following guns: Four 12 in. in breach-loaders, twelve 6 in. quick-fires, sixteen 3 in. quick-fires, ten 18 in. quick-fires, seventeen 12 in. quick-fires, two light guns; total, sixty guns.

*Pobeda* and *Diana*.—These are ships of similar construction and are really commerce destroyers, having each a protective deck 2 in. thick, a speed of twenty knots, and a displacement of 6,630 tons. The crews of these vessels number about 1,000. Besides four torpedo tubes each, they mount individually six 6 in. quick-fires, twenty 3 in. quick-fires, eight 12 in. quick-fires, total thirty-four guns.

*Dogali*.—This is a protected cruiser, built at Stettin. She was launched in 1900 and gave a speed of twenty-three knots at her trial, and has room for 1,100 tons of coal at the maximum. In addition to six torpedo tubes, two of them submerged, she has the following guns: Twelve 6 in. quick-fires; twelve 3 in. quick-fires; six 12-in. quick-fires, three light quick-fires; total, thirty-three guns.

*Bogorin*.—A small cruiser of 7,200 tons, only, the *Bogorin* is another recent addition to the Russian fleet, which was built at Copenhagen and launched two years ago. She has Belleville water-tube boilers, and on her trials made a record with a speed of no less than twenty-five knots an hour. This vessel also has six torpedo tubes, and in addition the following guns: Six 4.7 in. quick-fires, eight 1.8 in. quick-fires, two 1.4 in. quick-fires, three machine quick-fires; total, nineteen guns.

This squadron is the largest foreign naval force that has appeared at Kiel since the canal was opened, and it is attracting an unusual amount of attention in German naval circles. The crews of the seven units forming the squadron amount in total to 3,600 men, with 240 gunners, and a total displacement of 45,600 tons. The Russian battleships are nearly as large as the newest type of German battleship, the "H" class, and which are still on the stocks; while the Russian cruisers are stronger than the German protected cruisers *Herta* and *Iolaus* which are now in the Far East. The German officers are welcoming their visitors in a series of festivities on a large scale.

COTTAM & CO. FOR SUMMER UNDERWEAR.

## OUR LONDON LETTER.

## (From Our Own Correspondent)

## CHRISTMAS SHOWS IN LONDON.

LONDON, December 15th.

The great cycle shows and the cattle show at the Agricultural Hall have drawn a large number of provincial residents to town, and the theatres, among other things, are profiting greatly by the visitors. At the Strand Theatre, George Dance's musical farce, *The Chinese Harem*, reaches its 50th night shortly, while the *Torador* is having a long run at the Gaiety. Drury Lane's Boer War drama *The Best of Friends* gives way, of course, in a day or two to the annual pantomime. This year it is *Mother Goose*, and I am told that at the present moment the value of seats booked in advance is about £15,000. Mr. J. M. Barrie, with his appetite whetted by the success of *The Little Minister*, has two successful plays running in London, *Quality Street* and *The Admirable Crichton*, and it is said he will complete a third very soon. In addition to this, his new book *The Little White Bird* is one of the successes of the season; so also *Barrie* has not done badly out of the Kailyard. Filthy weather is on just now, but weather experts predict a winter of old fashioned severity. Everybody is now preparing for the great Yuletide festivities.

The London correspondent of the Liverpool *Journal of Commerce* gives some particulars of arrangements made for the establishment of a new line of steamers between New York and the Far East by an English syndicate. He says the following firms are interested in the matter: Messrs. Houlder Brothers and Co., Houlder Middlethorpe and Co., Buckland Brothers Andrew Weir and Co., and Birt Miller and Hughes Limited. Mr. Howard Houlder, of Messrs. Houlder, Middlethorpe and Co., is at present in New York perfecting the arrangements for the new China, Japan, New York service. The name of the new venture is the AMERICA AND ORIENTAL TRANSPORT LINE.

In these days of self-advertisement it is reckoned noteworthy when one is found doing good by stealth. Such a benefactor has roused the gratitude and the curiosity of Church folk. Three or four years ago I went to the head office of the Church Army and said:—"I see by the newspapers that you want a new mission van. Here is the money to buy it." Sizing up the action to the word he laid down one hundred guineas on the table before the astonished official. He took a receipt but met questions as to his identity by a curt "Good Day." In September he appeared again and handed in £100 for the Reservists fund. Last week he brought in £1,000 for the same fund. The clerk begged for some indication of his identity. "Isn't my money of more importance to you than my name?" asked the donor as he abruptly left the office.

A usually well-informed correspondent writes:—"An important announcement may be expected early in the New Year concerning negotiations, which have been for some time in progress between the government and certain shipping companies relative to the development of coast and river ports in China. These negotiations, it is said, have arisen from Sir James Lyle Mackay's recent mission and the conclusion of the treaty for the abolition of the taikin dues, and are probably designed to foreshadow some continental plans which are understood to be in process of organisation.

Siamese affairs are receiving great attention in Europe and America. From Germany the latest sign of interest comes. Advices have reached an official quarter to the effect that the German Government has decided upon the immediate appointment of one new Consul-General and two new Consuls in Siam. The German authorities evidently intend to push German influence in the country, for there is not enough German commerce in Siam at present to justify such an increase, and Germany is understood, almost unknown in the interior. While I am referring to Germany I would add that the industrial outlook there is very bad.

THE UNEMPLOYED PROBLEM

is becoming serious and ugly. Work has been started in several towns. But the trouble is wider still. Reports to-day from Berlin indicate that grave fears are entertained that the close of the year may be attended by some heavy failures in the iron, steel, and kindred trades. Owing to the condition of the money market, the banks holding large loans and notes to the debit of the various firms have already given notice to call them in. Some of the firms are endeavoring to re-negotiate these loans in London, without much success; however, so far as I can learn.

The results of the municipal elections throughout the country give some indication of the feeling against the Education Bill, as most of the contests were fought on this issue. Opponents of the Bill received 354,579 votes, while those in favour of it had 280,313. The candidates elected 672 were opponents and 490 supporters of the Bill. The Irish Roman Catholic clergy, indignant at the retreat of the Nationalists from the House of Commons, charged Mr. John Redmond with deserting the Irish children in Catholic schools in England, and threatened to break with the party, unless help were given to the Government to secure the passing of the Bill when it came back from the Lords to the Commons. So now the announcement is made that the Irish party will return to Westminster in a day or two. The Bill, loaded with numerous amendments, is now about to go to the Upper House, both sides of the Commons having a sigh of relief as they lose sight of it for a time.

The experiments in tea culture in the Caucasus have been attended with very hopeful results, I hear. The Russian Minister of Agriculture has now decided to place the industry on a sound footing. The climate and general conditions are said to be in favour of

the enterprise and the Government believe its development will be rapid once a fair start is given to it. The experiments were carried out by a few large merchants in a very painstaking and exhaustive manner, under the eye of government officials. Next year they propose to engage experienced tea cultivators from China, India, and Ceylon, and the trees, among other things, are profiting greatly by the visitors. At the Strand Theatre, George Dance's musical farce, *The Chinese Harem*, reaches its 50th night shortly, while the *Torador* is having a long run at the Gaiety. Drury Lane's Boer War drama *The Best of Friends* gives way, of course, in a day or two to the annual pantomime. This year it is *Mother Goose*, and I am told that at the present moment the value of seats booked in advance is about £15,000. Mr. J. M. Barrie, with his appetite whetted by the success of *The Little Minister*, has two successful plays running in London, *Quality Street* and *The Admirable Crichton*, and it is said he will complete a third very soon. In addition to this, his new book *The Little White Bird* is one of the successes of the season; so also *Barrie* has not done badly out of the Kailyard. Filthy weather is on just now, but weather experts predict a winter of old fashioned severity. Everybody is now preparing for the great Yuletide festivities.

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